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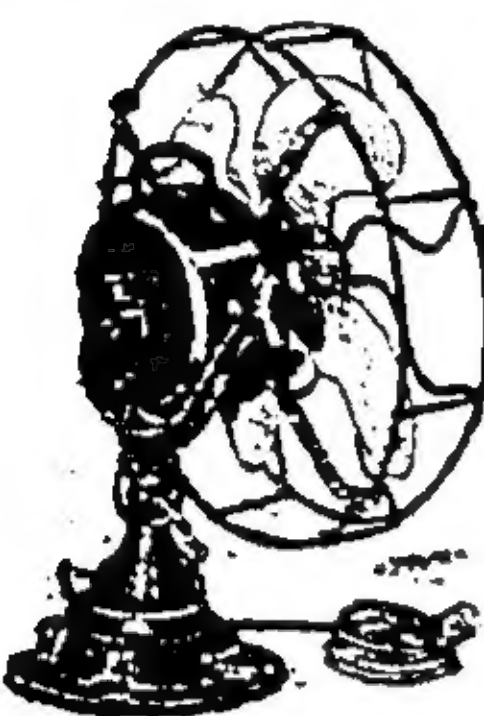
FOLLOW
THE
ARROW
STOP
AT
ULLMANN'S.

July 15, 1921, Temperature 80 Barometer 29.53 Rainfall 0.00 inch Humidity 56 July 15, 1920, Temperature 82
No. 18,31. 五拜禮 號五十月七年一十二百九千一英 HONGKONG, FRIDAY, JULY 15, 1921. 日一十月六酉辛未年十國民華中 PRICE \$3.00 Per Month

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J. ULLMANN & CO.
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TO-DAY'S CABLES.

(Reader's Service to the China Mail)
IRISH TRUCE.
PREMIER'S ELOQUENT APPEAL FOR PEACE.
"LIGHT AT THE END OF THE TUNNEL."
COUNTRY'S DEBT OF GRATITUDE TO THE KING.

LONDON, July 15.
After intimating his regrets at his inability to attend owing to the Irish conversations, Mr. Lloyd George put in an unexpected appearance at the Coalition Liberals' dinner to Lord Robert Cecil when he delivered an important speech. Referring to the Irish question he declared that he had just left the King to whom the country owed a great debt of gratitude for one of the greatest services he had rendered. The Premier said that he saw light at the end of the tunnel. There had been a remarkable change during the past few weeks. The human tempest seemed to be subsiding. There was a spirit of conciliation. There was a better outlook as between employers and workers than there had been for years. Then there was the remarkable transformation in Ireland. He drew attention to the fact that Mr. De Valera, chieftain of the vast majority of the Irish race, had been conferring with him for nearly three hours and discussing various methods and suggestions for settlement of a long, long controversy, and an old, bitter and wasteful feud between the Irish and British peoples, a feud in which there had been for ages long a number of disastrous blunders and endless opportunities lost.

THE OLD TASK.
"Let us trust this, one will not be lost," continued Mr. Lloyd George. "I only say this after three hours of discussion. We are meeting again to-morrow morning. I am certain we both did our best to secure peace, although we both have difficulties to deal with. I appeal to men of all parties to remember that like men of destiny mankind is in the making. Drop everything, all trivialities, personal or otherwise, and help the Prince of Peace. It is treason not to give support at this moment. We are engaged in the one task, the old task, peace on earth. I ask all men and women throughout the country to help."

LIMITATION OF ARMAMENTS.
Referring to disarmament Mr. Lloyd George said that no matter what treaties were signed, what pacts concluded, what leagues or associations of nations founded, if the nations continued to arm against each other for war, war would ensue in the end. Therefore he hoped the proposed conference had a real arrangement involving the keeping of armaments within innocuous limits.

The gathering was very demonstrative and sang "For he's a jolly good fellow."

MR. DE VALERA'S PRIVATE INTERVIEW WITH PREMIER.
LONDON, July 14.
The fateful Irish conferences were inaugurated in London to-day with a private interview between Mr. Lloyd George and Mr. De Valera at Downing Street to discuss the basis of a larger conference to which Mr. Lloyd George has invited representatives of Sinn Fein, the Ulster Parliament and the Government.

LONDON, July 14.
Mr. Lloyd George on arrival at Downing Street was cheered by a small crowd. Subsequently Sir Hamar Greenwood and Mr. Austen Chamberlain arrived, then cheering and the waving of Sinn Fein flags by hundreds of Irish assembled at the bottom of the street heralded the arrival of Mr. De Valera whom Mr. Barton accompanied.

LONDON, July 14.
The conference between the Government and the Sinn Fein representatives at Downing Street lasted two and a half hours. During the deliberations a large crowd of Irish sympathisers in Whitehall incessantly recited the rosary and sang hymns and Irish songs.

ULSTER PREMIER TOO.
LONDON, July 14.
It is officially announced that Mr. Lloyd George and Mr. De Valera conversed alone at Downing Street. Views were freely exchanged and the relative positions defined. The conversation was resumed this morning. In response to an invitation to confer with Mr. Lloyd George, the Ulster Premier, Sir James Craig, is expected in London to-morrow afternoon.

THANKS TO THE TRUCE.
LONDON, July 14.
The signs of truce in Ireland are shown by the trainloads of auxiliaries departing for England on indefinite leave and the lorryloads of unarmed auxiliaries leaving Dublin daily for sea-bathing. Dublin Castle announces to-day that no reports of outrage in any part of Ireland have been received. Three hundred members of the Irish Republican Army passed through Athlone going home after six months' absence. One section catching sight of a military lorry, stood at attention and saluted the British soldiers who returned the salute. Both parties exchanged compliments, waving handkerchiefs.

PACIFIC CONFERENCE.
WILL JAPAN AGREE TO DISCUSS FAR EASTERN QUESTION?
CHINA'S UNQUALIFIED ACCEPTANCE.

WASHINGTON, July 14.
The State Department has received Japan's acceptance of President Harding's suggestion for a conference to consider limitation of armaments. The acceptance made no reference to the Far Eastern question. China's unqualified acceptance was also received.

LATER.
It is not believed that Japan's silence on the Far Eastern problem will seriously impede the carrying out of President Harding's plan. Japan will be invited in the same way as the other powers who have fully accepted the suggestion. It is believed here that Japan will ultimately agree to participate in the dual programme.

JAPAN'S ATTITUDE TOWARDS CHINA.
LONDON, July 15.
Japan's acceptance of President Harding's invitation does not include any reference to a conference on Pacific policy. But Washington circles hope that this signifies only that the Japanese of such a conference needs formulating more precisely. On the other hand non-official circles interpret the reply as the first move in an attempt to establish the principle that certain questions should not be brought within the purview of the Washington conference but ought to be reserved as solely concerning Japan and China, but it is declared that this course is much feared by China.

THE DOLLAR.

To-day's closing rate 2/8 1/8
To-day's opening rate 2/8 1/8

SPECIAL CABLES

BANQUE INDUSTRIELLE.

SINGAPORE POSITION.

CHINESE BANKS PRESENT WINDING UP PETITIONS.

[China Mail Special.]

SINGAPORE, July 14.
All the Chinese banks in Singapore have now presented winding up petitions against the Banque Industrielle de Chine. The amounts involved are not considerable, the largest being \$82,000 owing to the Overseas Chinese Bank.

SHANGHAI LITIGATION.

DUTCH V. EZRA.

[China Mail Special.]

SHANGHAI, July 15.
Hearing was concluded yesterday by the appeal of the Nederlandsche Indische Handels Bank and Nederlandsche Handels Maatschappij against a decision of the Official Receiver rejecting proof of a claim against Indah Bank of Shanghai in bankruptcy. The amount involved was some three and a half million taels. Judge Grain promised his decision for next Tuesday.

OBITUARY.

DR. E. A. WOODS.

ONLY TWENTY DAYS HERE.

The London Missionary Society and the Alice Memorial and Affiliated Hospitals have sustained a severe loss by the death from pneumonia, of Dr. Eric Arthur Woods, who arrived in the Colony on June 24 to assist in the work of the above Hospitals.

Dr. Woods was born in Hobart, Tasmania, and after taking the degree of B.Sc. at the University of Tasmania, proceeded to New College Oxford, on a Rhodes scholarship, where he took the degree of B.A., B.M., B.Ch., and the following diplomas: D.P.H., and D.O. He subsequently took his M.R.C.S. (Eng.) and L.R.C.P. (London). He was for a time on the staff of the Prince of Wales Hospital at Tottenham.

Dr. Woods came to his appointment with the highest recommendations from his instructors and former co-workers. During his short stay of twenty days in Hongkong he entered into the life of his prospective sphere of service with great enthusiasm.

MAN WITH DAGGER.

WATCHMAN'S PROMPT ACTION.

MAGISTRATE'S FAVOURABLE COMMENT.

The prompt action of a district watchman in arresting one of two armed men in a deserted street, drew favourable comment this morning from Magistrate Lindsell who asked the police to bring the matter to the notice of the Secretary for Chinese Affairs whose department controls all district watchmen.

Charged with having been in unlawful possession of a dagger, the defendant said that on his way to cross the harbour he kicked the weapon with his foot in the street. He picked it up and proceeded on his way.

The Magistrate: How did you come to be arrested in Kowloon Street at 11 o'clock that night?

The defendant: I was visiting a friend.

Inspector Grant: There were two men together. One of them made off when the defendant was stopped.

The Magistrate: What is the police view of this case?

The Inspector: We think the circumstances point to the planning of an armed robbery. At that time of the night it is pretty quiet in Kowloon Street. The men's movements were suspicious. The watchman stopped them both. One took to his heels but the defendant was held and the dagger was found in his possession.

The Magistrate passed sentence of six months' hard labour.

BUSINESS NOTICES

NOT REVISED PRICES BUT VALUE PRICES FOR NEW GOODS.

ENGLISH BATHING COSTUMES

We have just received a delivery of English-made Navy Stockings Bathing Costumes. Plain Navy only.

Also in Plain Navy with Cardinal or White Trimmings very neat and smart.

\$4.00 Suit **\$4.50** Suit

Special Window Display Now Showing.

MACKINTOSH & Co., Ltd. Men's Wear Specialists.
16 Des Voeux Rd. Tel. 23.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY
22, Queen's Road. Tel. 345

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BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
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The Blue Bird and
The Graeco Egyptian Tobacco Store.

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LAMBERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

Underwritten have received instructions to sell by Public Auction, on

SATURDAY, July 16, 1921.
commencing at 11 a.m.
at their Sales Room, Duddell Street,
1 Dictaphone,
3 Dictaphones,
2 Shaving Machines,
8000 E.C.C. Egyptian Cigarettes,
2000 Alas,
1850 Crown Prince Egyptian Cigarettes,
2150 Dollar Prince
2100 King Egyptian Cigarettes,
1000 Fleur d'Orient Egyptian
Cigarettes,
290 lbs. Navy Cut Tobacco,
60 boxes President Cigars.

Also
A Quantity of Chocolates.
Terms:—Cash on delivery.
LAMBERT BROS.,
Auctioneers.

TUESDAY, July 19, 1921.
commencing at 10.30 a.m.
at No. 8 Godown of the Hongkong &
Kowloon Wharf & Godown Co., Ltd.,
Kowloon.

A Quantity of Round, Square
and Flat Iron Bars, Steel Plates,
Angle Iron, Rivets, Tinplates,
Brass-ware,
Also
A Quantity of Miscellaneous Goods.
Terms:—Cash on delivery.
LAMBERT BROS.,
Auctioneers.
Hongkong, July 14, 1921.

WEDNESDAY, July 20, 1921.
commencing at 9.45 p.m.
at No. 40, Humphreys Building,
Kowloon.

A Large Quantity of
Valuable Household Furniture,
(Full Particulars from Catalogue).
On view on day of sale.
Terms:—Cash on delivery.
LAMBERT BROS.,
Auctioneers.
Hongkong, July 13, 1921.

THE WATER SUPPLY.

Level and Storage of water in reservoirs
on the 1st July, 1921.

CITY AND ISLE DISTRICT WATER WORKS	LEVEL.	1920.	1921.
Upper Reservoir	Level with overflow.	125.0	125.0
Lower Reservoir	Level with overflow.	124.0	124.0
Upper Reservoir	Level with overflow.	123.0	123.0
Lower Reservoir	Level with overflow.	122.0	122.0
Upper Reservoir	Level with overflow.	121.0	121.0
Lower Reservoir	Level with overflow.	120.0	120.0
Upper Reservoir	Level with overflow.	119.0	119.0
Lower Reservoir	Level with overflow.	118.0	118.0
Upper Reservoir	Level with overflow.	117.0	117.0
Lower Reservoir	Level with overflow.	116.0	116.0

Consumption of water in the City and Isle District in millions and decimals of millions during the month of June.	1920.	1921.
Consumption	125.0	125.0
Population	125.0	125.0
Consumption per head	1.0	1.0
Constant supply in all districts during June of both 1920 and 1921.	125.0	125.0

Consumption of water in Kowloon in millions and decimals of millions during the month of June.

Consumption	1920.	1921.
Consumption	125.0	125.0
Population	125.0	125.0
Consumption per head	1.0	1.0

The Government Analyst's reports show that the water is of excellent quality.
Population supplied estimated from 1921 Census.

Public Works Department.
T. L. PEARSON,
Water Authority.

LEE YEE'S

HAIR DRESSING SALOON.
12, D'Almeida Street,
(opposite Hongkong Theatre.)

Razors Ground and Set,
Children's Hair-Cutting,
Novels, Magazines,
Ladies' Fashion Books,
Toilet Requisites, etc.

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BE WITHOUT THEM.

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PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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**CHINA PICTORIAL
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POSTAGE STAMPS,**
at \$3.75 net per set.

GRACA & CO.,
Dealers in Postage Stamps,
Philatelic Goods, Post Cards,
Toys, etc.
No. 10, Wyndham Street,
P.O. Box 623. Hongkong.

JAPANESE MAKERS.
Every kind of Footwear.
MADE TO ORDER.



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PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 491.
Hongkong, March 20, 1914.

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Successor to
the late SLEN TING,
14, D'Almeida Street.
TERMS VERY MODERATE.
CONSULTATION FREE.

THE NEW FRENCH REMEDY.
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Super Size
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leading qualities—

"Commander" smokers
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"Commander" must be
smoked to be appreciated.



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Tobacco
Co. Ltd.,
London

(This Advertisement is issued by Westminster Tobacco Co. Ltd.)

"DREADNOUGHT" SOLD.

THE PASSING OF A FAMOUS
BATTLESHIP.

VESSEL THAT CHANGED NAVAL
OUTLOOK.

The Dreadnought, the most famous man-of-war of modern times, and certainly the one which has exercised more influence on the history of the world than any other, is being consigned to the scrap-heap. The Admiralty has sold her, together with over 100 other obsolete battleships, cruisers, monitors, destroyers, and torpedo-boats, to be broken up, and no one can say what character her next incarnation will assume. The pacifist, who objects to all expenditure on naval armaments, will be pleased. "Did I not warn you," he will exclaim, "that in a comparatively short time, even as we measure time by the mastodon which filled men's thoughts in the early years of this century would be a thing of no use?" He is quite right, but no more so, even in this restricted sense, than everyone else. The Dreadnought, it is true, cost as recently as 1906—she was launched on Feb. 2 of that year—upwards of 100 golden sovereigns a ton, and she has now been sold at the rate of £2 10s a ton in a sadly depreciated currency, represented in paper money. But of all investments which we as a nation have ever made she has unquestionably proved the most profitable, not excluding even the shares in the Suez Canal of the insolvent Khedive of Egypt. She was born in an atmosphere of mystery, and then she suddenly leapt into fame, to change the whole naval outlook. Before she took the world by surprise, Germany was rapidly overtaking us in the construction of battleships; it would have been only a matter of a few years before she would have possessed more modern units than we could bring into line. She had created the Kiel Canal and her docks on the basis of a battleship design of about 13,000 tons, and her crews were carefully calculated on the same principle. The latest of the battleships were of the four-big-gun order, just as ours were, and they were far better protected. Then rumours spread that the British Admiralty had quietly laid down at Portsmouth a Dockyard battleship larger—displacing about 18,000 tons of water—more powerful, and swifter than any Germany had ever built. Lord Fisher, the originator of the scheme, merely smiled, and he smiled all the

more when the Germans pretended that they did not mind. This departure was the decisive move in the naval war, already in progress although peace still reigned, and thenceforward we had the lead by sea. Of course, the Germans know that every one of their battleships had been rendered obsolete by the Dreadnought, with her ten 12in. guns, her complete armoured belt, and her speed, a matter of 21 knots, or 3 knots in excess of the German maximum. They realised also that if they were to build, as they must, such vessels, the Kiel Canal had to be widened, the locks being also enlarged, and that all their docks had to be lengthened and widened. They said very little about these costly and tedious tasks, and they found people in this country to co-operate with them in pouring contempt on the Dreadnought. But when the Great War came, the whole world could recognise the statecraft exhibited by Lord Fisher: money that would have been spent by the enemy on adding to his strength by sea had been devoted to "bricks and mortar," and the whole process of German expansion had been retarded. It was the unkindest thing which could have happened to the Germans. They are very methodical, and the advent of the Dreadnought, with all it connoted, threw them out of their stride, and before they had recovered it the military caste in Germany, realising little the influence of sea-power on history, had, with blind faith in their many battalions, precipitated the war. It has since been admitted on the other side of the North Sea that the appearance of the Dreadnought, with its new standard of power, was the death-blow to all Germany's naval schemes.

And now the Dreadnought is to go to the shipbreaker's yard! That event is a sad commentary on the rapid progress of science in its application to warfare. It seems only a few years ago that King Edward VII. launched her at Portsmouth, Lord Fisher, by his Majesty's side, singing heart and soul the hymns appropriate to the occasion. By taking guns intended for other vessels from the quarter, and obtaining armour from that, she was completed and at sea in a year and a day, the first battleship to be driven by turbines. There was no want of witnesses to state that it was all a mistake. She was too big! She carried too many 12in. guns! She was too speedy for the line of battle! She ought not to have had turbines, representing a rash and costly adventure! Well, time answers most criticisms. Since the Dreadnought took to the water, not a single vessel of the familiar pre-Dreadnought type has been laid down by any country. The design

has been varied, but its general character may be traced in every capital ship now afloat, whatever its nationality. From the new fashion initiated by Lord Fisher this country alone gained any considerable advantage. It was a stroke of genius, for it gave to us an ascendancy which stood us in good stead when the floodgates were opened in August, 1914. The passing of the Dreadnought, after so comparatively short, though useful, an existence does, however, suggest rumination. The British Fleet has had Dreadnoughts since the reign of Queen Elizabeth; the long line of vessels so named is associated with such great men as Drake, Frobenius, Leveson, Beeston, Suckling, Nelson's uncle, Cornwallis, Collingwood, and Exmouth, to mention less than a dozen of the heroes of the gallant company. These ships played a great part in the making of England and the building up of the Empire, since one of the number, under Captain Thomas Fenner, formed part of the squadron with which Drake singed the King of Spain's beard. That early vessel of the family was built in 1573, and she survived until 1845, undergoing in the meantime repairs and reconstructions. For upwards of seventy years she was one of this country's bulwarks, and now, after a career of fifteen years only, her great successor, which moulded policy and settled national destinies without winning any battle honours, is about to be broken up. The Dreadnought passes into oblivion, but the Victory, launched as long ago as 1785 at Chatham, survives, to fly still the flag of the Commander-in-Chief at Portsmouth. Romance, in association with precious memories, has preserved from destruction Nelson's last flagship, a thing of perishing timbers. The great ship of steel, which had much to do with averting disaster to our sea-power in the earlier years of this century, never fired a shot in anger, and she goes unwept to her end. She has been killed by the active brain of her creators; they have produced a greater than she in H.M.S. "Hood," and it is common knowledge that a super-Hood exists on paper in the Admiralty. Four of the ships of new design, each costing between four and five times what the Dreadnought cost, to our amazement, are about to be laid down. It would be appropriate if high traditions of the past were to be preserved by christening one of these ships the Dreadnought, the others being named Superb, Temeraire, and Bellerophon—all Trafalgar names. In that way great deeds would be perpetuated, and the nation would be reminded of what it owes to the influence of sea-power on its destiny.

NOTICES.

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WATCHMAKERS & JEWELLERS.

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Agents for:—ADMIRALTY CHARTS,
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ENGLISH SILVERWARE, direct from Manufacturers,
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DEVELOPING & PRINTING A SPECIALITY.
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HOTELS AND CAFES.

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(Hongkong)

REPULSE BAY HOTEL (Repulse Bay) **PENINSULA HOTEL** (Kowloon)
(under construction)

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TOWN GARAGE & SHOW ROOMS (Pedder Street) **RUSSELL STREET GARAGE**

REPULSE BAY GARAGE

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15 Minutes from Landing Stage.
Under the Management of—
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J. H. O'KERRY, Proprietor.

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WEST BUND, CANTON.

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First class Accommodation. Electric Lights, Fans and
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Excellent Cuisine. Moderate Rates.

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ALL ELECTRIC TRAMWAYS, Pans, Lifts, etc.
This Hotel, with its fine and light, European
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Service.
Telephone 272. Telegraphic Address: "VICTORIA."
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G. MOUTON
15, Morrison Hill Road

FALL OF ROMANOFFS.

CZAR AND HIS OFFICIALS.

"THE ORDEAL OF A DIPLOMAT."

Ghosts of Chesham-place, home of official Russia in London, flit through the pages of "The Ordeal of a Diplomat" by Constantin Nabokoff (Duckworth, 15s.), wherein the Russian Charge d'Affaires under the Czar and Kerensky, has set down his memories of the years which saw the fall of the Romanoffs and the rise of Bolshevism.

His strictures are outspoken enough, but his sidelights on the ineptitude of the old Russian Foreign Office, the squabbles among the Russian Duma Delegation which visited England during the war, and the dissensions among the adherents of the various "nationalist" Governments which it was sought to set up against the Bolsheviks, tell their own plain tale of the causes of the collapse of Russia.

M. Nabokoff was, when war broke out, Russian Consul-General at Calcutta. At the end of 1915 he was transferred to London as Counsellor of Embassy under old Count Benckendorff, a shrewd diplomatist, and brilliant conversationalist, whose talents, however, forsook him when he took up the pen.

His despatches and letters were written either in long and confused sentences, or else in short and unintelligible lines, so that our could

not always understand what he actually meant to convey.

Though, according to Mr. Lloyd George's statement to M. Nabokoff after the first Revolution, Lord Milner, who took a special mission to Russia in 1915, assured the British Cabinet that there would be no revolution in Russia during the war, the warnings of impending trouble piled up in London. Sir George Buchanan, our Ambassador at Petrograd, took the unprecedented step of personally urging the Czar to call a responsible Ministry to power—and was snubbed for his pains. On the margin of one of M. Nabokoff's despatches reporting the assurance given to Mr. Balfour that the Czar was determined to continue the war to the end, Nicholas wrote: "Of course."

The Czar's abdication brought to London a comely emissary of the Provisional Government, Commissary Syrtikov, with instructions to investigate the relations between the dreaded "Okhrana" (Russian secret police) and the London Embassy, which M. Nabokoff avers, never existed. This individual worked himself into a rage because he found nobody but a servant at the Embassy at luncheon time, and generally gave himself such airs that he was finally disavowed by Petrograd.

WHEN YOU EAT TOO MUCH.
DIRECTIONS in the stomach after eating are relieved by taking one of Chamberlain's Tablets. Try it the next time you eat more than you should. For sale by all Chemists and Grocers.

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Pure CARBOLIC SOAPS

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IN CONSEQUENCE OF THE END OF THE SEASON APPROACHING, WE ARE OFFERING OUR PRESENT STOCK AT REMARKABLY LOW PRICES TO EFFECT A RAPID CLEARANCE, AND THE DESIRE TO START A NEW SEASON WITH AN ENTIRELY NEW STOCK. THE PRICES TO WHICH WE HAVE REDUCED THIS STOCK WILL SURPRISE AND BENEFIT YOU AGREEABLY.

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INSPECTION SOLICITED

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60, Des Voeux Road, CENTRAL.

BIRTHS.

GREIG.—On July 15, at Cornhill, Quarry Bay, to Mr. and Mrs. Kennedy Greig, a daughter.
ANDERSON.—On July 7, 1921, at Shanghai, to Mr. and Mrs. D. L. Anderson, a son.
ANDERSEN.—On July 8, 1921, at Shanghai, to Mr. and Mrs. J. Andersen, a daughter.

MARRIAGE.

MORGAN-LEON.—On July 4, 1921, at Shanghai, Ernest, son of William S. Morgan, to Annie, daughter of Paul Leon.

DEATH.

MASON.—At his residence, Caradon, Glasgow, on July 12, Walter Mason, late of the Hongkong & Whampoa Dock Co. in his 84th year.—By Cable.

The China Mail.

NEWS, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, JULY 15, 1921.

REPULSE BAY.

Now that the Head of our Administration has shown, in his Benevolent Bill, a certain Socialistic tendency, a recognition of the claims of the People rather than of the privileged of the Fortunate Few, let us get behind him, and push him faster. The thin end of the wedge has entered. Liberty, equality, fraternity, of which we heard somewhat yesterday, should soon be proclaimed. Hongkong shall blossom as a rose, and Kowloon wax fat. Let us start with Repulse Bay, that beautiful caravan on our circular road. Why should that road be monopolized by tarpans, enjoyed

road to Epsom on the day that the Derby is run. Only the Government can do it, and that it should, who now would dare deny?

The foregoing words were delivered, without police permission, in the hearing of one of our reporters, from an inverted tub, by a stranger gentleman, apparently in celebration of La Bastille Day. Can it be that the often-threatened Bolshevik agent has arrived at last, and that Statue Square is to become like unto Hyde Park at the Marble Arch end? We trust not. Though we sympathize to some extent with such sentiments as were uttered yesterday about Liberty, Equality, and Fraternity, we do not let them enervate us. We repeat with the poet, "Leave us still our old nobility," and to that, of course we add, leave our old nobility their Repulse Bay with its rural charm unsullied and its culture not vulgarized.

LOCAL AND GENERAL.

Two imported cases of enteric fever, both British, were reported, yesterday.

The former Deutsche Bank in Shanghai is shortly to be reopened as a Sino-German organization.

If you wish to add your name to the petition for constitutional reform, an advertisement in this issue will tell you where a copy may be signed.

Subject to a small reserve, two pointer bitch pups seven weeks old, will be sold by public auction by Messrs. Hughes and Hough tomorrow.

The wreck of the ill-fated steamer "Hong Moh" as the now lies off Swatow will be sold by public auction by Messrs. Hughes and Hough at 230 p.m. on July 22.

A cabaret dinner dance is advertised for the Repulse Bay Hotel tomorrow evening, when Miss Marjorie Russell and Mr. W. E. Frost will present the latest Ballroom and specialty dances.

To-morrow morning Messrs. Lammet Bros. will sell by public auction three cases Duc de Montebello Champagne, also a dictaphone, three dictographs, two shaving machines, a quantity of cigarettes and chocolates.

News has been received of the death of Mr. W. T. Thornton at the Tongshan Hospital, one of the old China hands. He had been in the employ of the K.M.A. for many years, joining the Company in the year 1902. He was over 60 years of age.

A Peking report has been circulated to the effect that a group of Tokyo Bankers has made an offer to take over, for \$40,000,000 Mex. a number of securities, chiefly Chinese, held by the Banque Industrielle. This report has not been confirmed.

A Peking paper states that the exact amount of Banque Industrielle banknotes in circulation is as follows:—Peking, \$333,000; Mukden, \$135,000; Tientsin, \$586,600; Shanghai, \$752,000; Hankow, \$359,000; Tainan, \$12,000. Total of \$2,248,600.

An advertisement in this issue gives particulars of three extraordinary meetings to be held on July 27, August 13, and August 31 by the Hongkong Hotel Co. Ltd., in connection with a new draft memorandum of association and the proposed increase in capital.

That he received \$11 from one of the drivers and entered only \$10 in the bill, was the substance of a charge preferred against a Chinese clerk employed by the Dragon Garage, who was remanded by Magistrate Orme today until tomorrow morning for the company's representative to appear.

On Thursday evening last, a man in the third floor seats at the Hankow Road Chinese Theatre, Shanghai, was seen to pour some poison into a cup, drink it, and then jump over the balcony to the pit. He was picked up with the base of his skull fractured and he died shortly afterwards in the Shantung Road Hospital.

A chisel, a knife, and three free sticks found on a Chinese caught by a Chinese constable acting in a suspicious manner in Suburban Street, West Point, late last night, have been found by the owner a month later. The owner, a Chinese, was arrested on the morning of the discovery of the sticks, and the constable made the mistake of dropping the chisel when he saw the constable attempting to run away.

CAN YOU AFFORD THE RISK?

WHERE you are faced with a choice of either a small or a large loss, without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house, you are in a very bad way. You will cure you before a doctor can possibly be called, and it never fails in the most severe and dangerous cases. For sale by all Chemists and Dispensaries.

AUSTRALIAN TRADE WITH CHINA.

IS BIG BUSINESS POSSIBLE?

(Views of a Local Tailor.)

Australia from a trade point of view has just discovered China. Business of course has been carried on between the two countries for years, but only within the last few months a special endeavour has been made on the part of Australia, concerns to secure a firm hold on the Chinese market.

A new appointment has recently been made, that of Commonwealth Trade Commissioner for China. Mr. E. S. Little who has spent the greater part of his life in China, intends to make his headquarters in Shanghai, and will devote his time to the promotion of Australian trade interests in China. The Government is behind the movement and is encouraging Australian merchants to turn their faces towards the East. Very recently the Premier of New South Wales passed through Hongkong, and according to advice received from Australia, something in the nature of a publicity campaign has been carried on by the Government and China has been boosted very considerably as a land of great possibilities.

Judging from the letters now being received by business firms in Hongkong, Australians apparently have been hitherto unconscious of the possibilities for trade offered by China, but they are now anxious to make up for lost time. Indeed indications are not lacking that China has been advertised as a kind of El Dorado with fortunes for those who get in first.

The Trade Magazines in the Antipodes also are publishing special China numbers with glowing articles on trade prospects, and quite a number of representatives of Australian commercial firms have been passing through Hongkong on their way to the North to survey the field for their various lines of produce.

In short Australia is out for big business with China, and is making strenuous endeavours to secure it. The question arises however if big business is possible, and it might help matters and save mistakes if the situation were examined.

In the first place is not big business only possible between big countries? And Australia is a very small country. Judged by the area she covers on the map of course she may be as big as China, but from the trade point of view mere surface extension does not count. Business is done between people and from this stand point Australia is really smaller than Belgium or Portugal. Her population numbers some five millions while Portugal can boast of six. If Portugal were to inaugurate an advertising campaign, and look for a good volume of trade between herself and China and appoint a Trade Commissioner to look after prospective business few people would expect any serious results to follow. The position is very little different when Australia is substituted for Portugal.

China's trade with Europe and America is enormous both in Exports and Imports because it is conducted between immense masses of people. But in return for the purchasing power and produce of China's four hundred millions, Australia offers a scanty five.

Again Australia's principal exports are food stuffs. Showers of letters are arriving in Hongkong all offering samples and quotations of various edible produce of the Southern land. Glance down a list from an actual letter and see the commodities which are being offered to the "teeming millions" of the East. Asparagus, butter, bottled fruit, coffee, cocoa, custard powder, cheese, rich block cake, canned fruits and vegetables, Eucalyptus extract, jams, jellies, and pickles. It is necessary to recognize at once that the amount of business that can be done with the Chinese in commodities like the above is practically negligible.

True, there is the European population in China, but this all told does not make one ordinary sized English town and no one expects to do big business with a town. Even among Europeans the consumption of tinned foods is limited because of the high cost.

In addition Australia has already a very serious competitor in North America, and there are also several good old qualities of English tinned foods which will always have the preference. Moreover the Chinese prefer fresh food all the time and the only exceptions are a few wealthy individuals who can afford the luxury of an occasional case of canned goods. The position is really worse than this, because China is actually an exporter of food stuffs.

Australia exports wheat for example but so does China; and Manchuria is likely to become one of the greatest wheat producing regions in the world. The Chinese also prefer their own diet to any other and show no great inclination to make a change. China feeds itself

FOR BOY SCOUTS.

NEW MONTHLY MAGAZINE.

"THE SILVER WOLF."

The Boy Scouts association of Hongkong has given birth to an official organ which has been christened "The Silver Wolf." It has blue covers nicely decorated in front with a silhouette of a Boy Scout and strings of fleur de lis and the contents include a couple of photographs—one of the Hon. Mr. P. H. Holyoak and another of some cicadas. There is also an effective little black and white sketch depicting Hongkong and its surroundings as "a Scout's Paradise." The letterpress, which is headed by a foreword from the Commissioner's pen, includes a variety of interesting information about the boy scout movement in Hongkong and Miss Rachel Irving has an article about the girl guides. "The Silver Wolf" should provide our budding Baden Powells with some useful reading.

OPIUM CHARGE.

INDO-CHINA CO. SUMMONED.

HEARING ADJOURNED.

A charge of having allowed one of their steamers, the "Kumsang," to be used for the transportation of illicit opium was contained in a summons against the Indo-China Steam Navigation Company read before Magistrate Orme at the City Police Court this morning.

The opium, alleged to have been seized in the chain locker of the steamer by revenue officers sometime ago, consisted of 83 lbs. of the drug raw.

Magistrate Orme said that he had received a letter from Mr. Webster, the solicitor representing the company asking that the case might be adjourned until July 30.

Mr. N. L. Smith, Superintendent of the Imports and Exports Department, who was present in court explained that he had attended because he thought the Magistrate would ask him to explain the circumstances.

The Magistrate said that he would adjourn the case in accordance with Mr. Webster's application.

and exports her surplus so it is difficult to see what chance there is for import business in provisions.

Butter and cheese two of Australia's principal products are looked upon by the ordinary Chinese with repugnance.

The greater part of China's imports consist of textiles, metals, machinery, and other manufactured goods. Australia can offer practically nothing in these lines and even if she could it is doubtful if she can compete as regards prices and qualities with Europe, America and Japan.

Correspondence with Australia also brings to light the fact that the anxiety of Australian merchants seems at present to be confined to exporting their goods to China. The same eagerness to buy is not noticeable, and no inclination is shown to reduce the duties levied on Eastern products. But exports and imports should always go together and unless the Australians are prepared and are able to buy generously from the East they cannot reasonably expect the East to buy from them.

Big business between China and Australia will always be difficult until Australia supports a much larger population and has developed industries as Japan has done.

There is another great obstacle to the development of good business in the ignorance of Chinese matters displayed by most Australians. They have much to learn before they can count as serious competitors in many lines.

A quotation from an Australian trade journal should offer sufficient proof of this and may be taken as an example of the stuff that has been served lately to her business men. "In every Chinese home," it runs, "hanging on the wall there is a notice as follows 'May 9th 1915.' This was the day of Chinese humiliation, the day of the Japanese demands. This day is now the most universally recognized anniversary in the Chinese Calendar." For those who know the apathy of the ordinary Chinese individual towards everything that does not concern his own immediate welfare it is enough to print the above paragraph without comment.

Lastly it is hard to reconcile Australia's alleged friendliness for China with the doors so firmly closed against her citizens.

The Australians seem to be desirous of carrying on a profitable trade with the Chinese without relaxing any of the odious restrictions they impose upon them in Australia.

Modern Chinese however are unwilling to enter into close relations with a nation which for example may demand their finger prints when they visit its shores.

CHINA TRADE.

REPORT FOR WUCHOW.

ADVERSE FACTORS.

The annual trade report and returns for Wuchow during 1920 is as follows:—

1. Local.—A new comer to Wuchow cannot but be struck by the "liveliness" of the port; a steamer from Hongkong or Canton always seems to be arriving at or leaving the port, or a motor-boat coming from or leaving for Nanning or Liuchow or places short of these. And yet, that trade is carried on and flourishes with so many difficulties to contend against causes surprise and speaks well for its vigour and demonstrates that the trade which rests on the solid foundation of supplying real needs will not be denied. During 1920, in addition to the constant adverse factors of piracy and, in the upper river, of difficulty of navigation, which will be further referred to under "3. Shipping," there was experienced one particular handicap to trade which, it can only be hoped, will in future years not be so much heard of, viz., political unrest and inter-provincial strife. This had effect throughout the year; in the early months of the year the commanding of troops for the movement of troops specially restricted the junk traffic; in the June quarter the fighting near Canton between Kwangtung and Yunnan troops, which went on for about a month and which ended in the defeat of the Yunnan soldiers, acted adversely; while in the third quarter the rivalry between Kwangtung and Kwangsi came to a head and had serious consequences. Troops were continuously in movement from up river past Wuchow to Kwangtung, and, owing to the uncertain prospect, merchants in Kweilin, Liuchow, and Nanning telegraphed to Wuchow and Hongkong to stop shipment of cargo till further orders. Later in the year conditions were even worse, and between the 2nd and 15th October inclusive, no steamers arrived at Wuchow from Hongkong owing to the danger of being fired upon by Kwangtung troops, the Kwangtung authorities being afraid that supporters of Kwangsi might ship as passengers, land at Wuchow, and augment the Kwangsi forces fighting in Kwangtung. In order that trade might not remain at a complete standstill, an agreement was come to between the British Consul General at Canton and the Kwangtung and Kwangsi officials, by which traffic should be resumed between Hongkong and Wuchow for steamers under the British flag and by certain specified Chinese steamers which would fly the British flag at the fore, the British Consul-General guaranteeing that such vessels would not carry passengers. This arrangement obtained for over a month and died a natural death on the evacuation of Kwangtung by the Kwangsi soldiery, practically no Kwangsi troops being left on Kwangtung soil by the end of November. As regards direct communication with Canton (other, that is, than via Hongkong), there was none between the 29th of September and the 16th of November, with the exception of one steam launch and lighters on the 10th October. Junk traffic from Wuchow down river was completely at a standstill for October and November, and by the end of November there had accumulated in the harbour an unprecedented number of rice junks and wood rafts, the rice junks commencing to leave for the stream on the 5th December, the wood rafts beginning to follow on the 13th December. From early November for over a month there was considerable fear in Wuchow itself of trouble from either attack on Wuchow by Kwangtung or disturbances and looting by returning (and, perhaps, disbanded) Kwangsi soldiers; but, fortunately, the first eventually did not come to pass, while, as regards the second, on really serious disturbances took place, and the Wuchow inhabitants felt indebted to the Defence Commissioner, General Wei Jung-chang for the good order kept. It should be mentioned, too, that the Kwangsi military authorities, from the 26 December, instituted military inspection of incoming vessels at a point some 5 miles below Wuchow, Machungchau, as a safeguard against spies and the introduction of fire-arms for adherents in Kwangsi of Kwangtung. British steamers, at the instance of H.B.M. Consul General Canton, were not subjected to this inspection; but it was agreed that these vessels would not attempt to enter Wuchow in the dark. The feeling against Japanese goods, which caused the almost complete disappearance from the Customs returns of Japanese cotton yarn towels and matches, reduced business throughout the year. Another depressing factor was the low value of the Kwangsi note, for which goods—paid for on the Hongkong market in Hongkong dollars—are sold in the province. It may be mentioned here in passing that a Mint is in course of erection at Wuchow in the old antimony-smelting works, with the object of raising the value of the Kwangsi note by increasing the silver reserve of small coin. In spite, however, of the difficulties enumerated above, Wuchow merchants were, on the whole, quite satisfied with their year's trading, and there is only one bankruptcy to be reported, though this was a serious one of a big place

goods business. And on the good side it is to be stated that the second rice crop was a good one and rice plentiful and cheap; that the sugar crop was a fair one; that it may be safely prophesied that manganese ore will be exported in considerable quantities during the coming year; that cotton-growing is being developed in the province, seeds of the American cotton plant from the Nantung farms in Kiangsu having been purchased; that the tannery at Wuchow, referred to in the previous year's report, though not yet, perhaps, a great success, has been exporting leather to Hongkong and Shanghai as well as to up-river places; and that a company for the manufacture of glass is being started at Wuchow. The river conditions, too, during the year were not very unfavourable. The Customs station at Dosing Bar (Suntan), which is required when steamers cannot cross this sandbank, was established on December 31, 1919 and withdrawn from March 17, the lowest water of the year being recorded as 1 inch below zero on January 11, 12, and 13 while in the last quarter of the year the station was not required at all; and as the cost to the Wuchow trade of lightering at Dosing and towing up to Wuchow is estimated at \$7,000 a month, every day saved from this necessity is an appreciable benefit. With reference to the remark in the previous year's report as to the depth on the bar being then more than 5 to 6 feet with zero at Wuchow, it is to be stated that this must have been a temporary improvement only, as on the 25th December 1920 soundings taken on the bar showed that zero would have given 5 feet 8 inches. As regards the high water season, there was no serious "flood," the highest reading being 62 feet 1 inch on the 27th June. The net value of trade under the control of the Maritime Customs totalled more than 19 million Haikwan taels and passes the 1919 value by over 1 million taels.

2. Revenue.—The total collection for the year was Hk. Tls. 523,792, an increase of Hk. Tls. 25,000 odd over that of 1919. But this increase, except for an additional thousand taels in tonnage dues, is accounted for by increased import duty to the amount of Hk. Tls. 30,000, with regard to which it must be borne in mind that 1920 is the first complete year during which the Revised Import Tariff of 1919 has been applied, and as export, coast trade, and transit dues all show slight decreases, the year's result, if considered independently of the conditions narrated in the previous paragraph, is not too satisfactory.

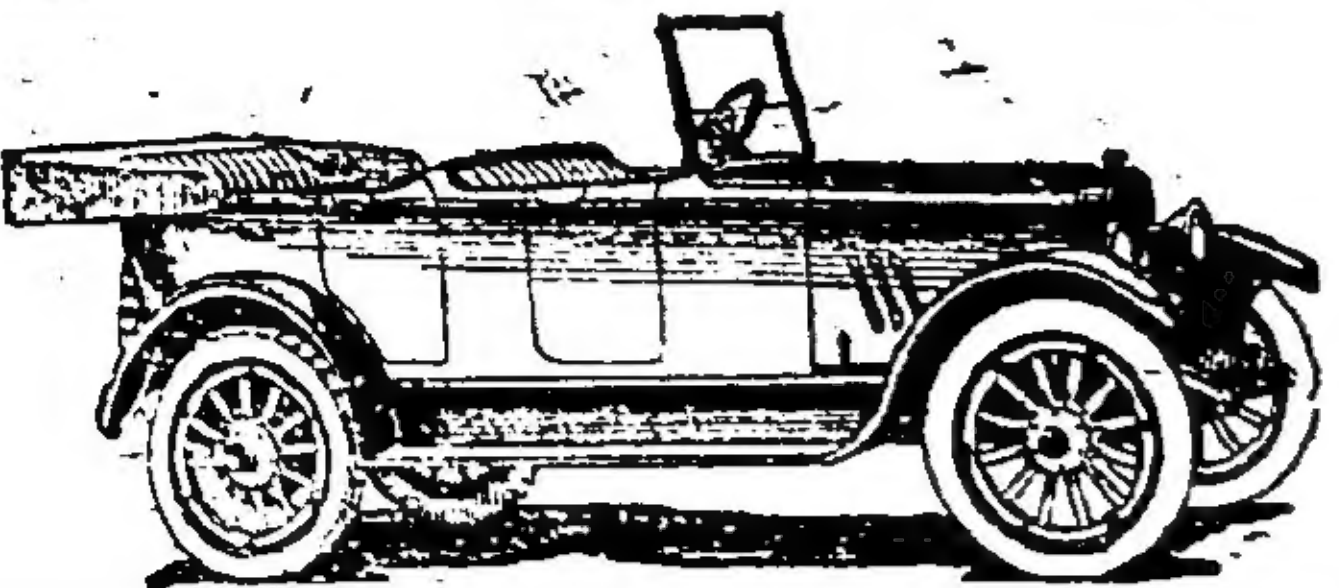
3. Shipping.—(a) Under General Regulations.—The vessels plying to and from Wuchow include river steamers, proper, motor vessels, motor-lighters, launches, towed-lighters, and chartered junks, the total number and tonnage showing a slight advance on the figures for the previous year. Four new steamers were put on the Hongkong-Wuchow run, including the Chinese s.s. "Lengakwong," with the useful draught of 7 feet 5 inches, and three were taken off, of which one was the comfortable motorvessel "Kongking" (other, that is, than via Hongkong), there was none between the 29th of September and the 16th of November, with the exception of one steam launch and lighters on the 10th October. Junk traffic from Wuchow down river was completely at a standstill for October and November, and by the end of November there had accumulated in the harbour an unprecedented number of rice junks and wood rafts, the rice junks commencing to leave for the stream on the 5th December, the wood rafts beginning to follow on the 13th December. From early November for over a month there was considerable fear in Wuchow itself of trouble from either attack on Wuchow by Kwangtung or disturbances and looting by returning (and, perhaps, disbanded) Kwangsi soldiers; but, fortunately, the first eventually did not come to pass, while, as regards the second, on really serious disturbances took place, and the Wuchow inhabitants felt indebted to the Defence Commissioner, General Wei Jung-chang for the good order kept. It should be mentioned, too, that the Kwangsi military authorities, from the 26 December, instituted military inspection of incoming vessels at a point some 5 miles below Wuchow, Machungchau, as a safeguard against spies and the introduction of fire-arms for adherents in Kwangsi of Kwangtung. British steamers, at the instance of H.B.M. Consul General Canton, were not subjected to this inspection; but it was agreed that these vessels would not attempt to enter Wuchow in the dark. The feeling against Japanese goods, which caused the almost complete disappearance from the Customs returns of Japanese cotton yarn towels and matches, reduced business throughout the year. Another depressing factor was the low value of the Kwangsi note, for which goods—paid for on the Hongkong market in Hongkong dollars—are sold in the province. It may be mentioned here in passing that a Mint is in course of erection at Wuchow in the old antimony-smelting works, with the object of raising the value of the Kwangsi note by increasing the silver reserve of small coin. In spite, however, of the difficulties enumerated above, Wuchow merchants were, on the whole, quite satisfied with their year's trading, and there is only one bankruptcy to be reported, though this was a serious one of a big place

(b) Under Inland Steam Navigation Rules.—There is a very slight drop in the entries under this heading, though two new motor-boats were added, one to the Wuchow-Liuchow run and one to ply between Liuchow and Cheungon.

4. Foreign Goods.—(a) Imports, Direct and Coastwise.—It may be stated that, of foreign goods imported and of Chinese goods imported via Hongkong and Canton, 30 per cent. are disposed of at Wuchow itself and its immediate district, 35 per cent. go up to Nanning, 20 per cent. go to Liuchow, including cotton goods for the Kweichow market, and the remaining 15 per cent. get distributed at Kweilin, Watan, etc. A feature of the year was that for those of the Kwangsi people who want a cheap class of cotton goods the Japanese variety, owing to the boycott, was not available, which led to considerably larger importations of Chinese yarn and, to some extent, of Japanese. Japan matches, too, were replaced by a much increased importation of the Chinese article. With regard to barometers, at the beginning of the year prospects were good, but these were later found to be unfavourable, as, owing to the depreciation of the Kwangsi note and, in

(Continued on Page 5.)

MERCURY MOTOR CAR
GO.
59-61 Des Voeux Road Central,
HONGKONG.



TELEPHONE
MAIN BRANCH 1541
SHOW ROOM 1577
ROADSIDE BRANCH 1581
WORKS SHOP 1588

CHINA TRADE.

(Continued from Page 4.)

the autumn, to the fall in silver exchange, prices were several times raised, and this, coupled with the political disturbance and the tightness of the money market in the Nanning area caused by the activities of the authorities in stopping the opium traffic, has resulted in a heavy drop in the total trade, there being little doubt but that some of the poorer districts reverted to the use of native oils; the figures, however, are still higher than those for 1918. The Standard Oil Company have been busy during the year in enlarging their installation at Wuchow, and the work is still unfinished. There is a decided increase in the tendency of the people of Kwangsi to use manufactured cigarettes, and demand by the country people for low-grade cigarettes has developed considerably. Demand for the higher grades of cigarettes has also increased amongst town residents, but as soldiers are the greatest consumers of these better cigarettes, trade has been diminished by the difficulty in supplying them owing to their being so much on the move. Distribution was handicapped on account of the already poor and inadequate means of transportation in the province being largely requisitioned for military operations, while the fluctuating and low value of the Kwangsi note also had its bad effect.

(b) Re-exports.—No change or development is to be recorded under this heading, the value of foreign imports re-exported, chiefly to Nanning, remaining at over 3 million taels.

5. Chinese Goods.—(a) Exports, Abroad and Coastwise (including Re-exports).—There was marked development in the trade in brown sugar and in softwood planks, while Wuchow's special exports of firewood, cattle, pigs, and poultry all showed a slight increase. There was little demand from abroad for such Kwangsi produce as star aniseed, cow hides, and wood oil, though, on the other hand, a demand from America for mankane ore could not, owing to shortage of capital and labour at the mines, be fully met.

(b) Imports.—The increased importation of certain Chinese goods consequent upon the Japanese boycott has been touched upon under "4 Foreign Goods."

6. Inland Transit.—(a) Inwards (under Transit Pass) and (c) Special.—As was to be expected with an increased importation of nankeens and Chinese matches, the inland transit trade proper fell off, while the number of special transit passes increased markedly, the province of Kweichow accounting for 5,153 of these *yun-tan*.

(b) Outwards (under Transit Certificate).—A slight increase is shown in the outward transit traffic; but in this Kweichow does not appear.

7. Treasure.—The amount of treasure received doubled that sent away, which, perhaps, is the normal movement in any year when rice is freely exported. In this paragraph it may be recorded that the Kwangsi note fell during the time of uncertain outlook in the autumn to a discount of 30 per cent. with silver subsidiary coin, recovering later to about 20 per cent. silver subsidiary coin itself being at a discount with silver dollars of 15 or more per cent.

8. Passenger Traffic.—An increase was registered in the number of passengers carried, the total figure being over 300,000.

9. Opium.—Though seizures of opium are of everyday occurrence, smugglers are by no means discouraged, the only way of effectively putting a stop to the traffic clearly being to prevent the growth of the poppy.

10. Miscellaneous.—Good work in the way of reforestation on the hills around Wuchow is being carried on.—The scheme for making roads, etc., on the Pei Shan referred to in the previous year's report, has fallen through owing to lack of sufficient funds with which to pay compensation for the houses which require to be pulled down. Incidentally, this scheme would have greatly benefited the sanitation of the town as it included the filling in of ponds which at present are breeding-grounds for mosquitoes; and in this connection it may be stated that an obvious want in the town of Wuchow is better drainage and scavenging of the streets, which it would appear, could be carried out at no great expense.—The Stout Memorial Hospital, under the American Southern Baptist Convention,

which had been opened and occupied in January 1919, when only the basement and ground floor had been completed, has been growing in 1920, and by the end of the year the clinic building and part of the second floor were finished. The programme provides for a five story building, fire-proof throughout, with accommodation for 100 patients, rooms for private patients, complete water system, etc. In 1920 there were 940 in-patients, each staying in the hospital on the average for 10 days, while out-patients numbered 17,490. Three residential buildings for the Out-door Staff were completed and occupied in February, and new houses for the Commissioner and Assistants are now in course of erection.

11. Native Customs.—The political unrest naturally had a particularly deterrent effect upon junk traffic, and the extraordinary accumulation at Wuchow of wood rafts and rice junks at the end of November has been referred to in "1 Local," though so soon as the situation improved, the junks and rafts rapidly disappeared down stream. There is no special feature in the trade upon which to comment, and, beyond the fact, which has already been sufficiently insisted upon, that the year's troubles were depressing to the trade generally, and that revenue fell from Hk. Tls. 148,069 to Hk. Tls. 132,578, there is no call for remark, though it is interesting to note that, of the produce exported, the articles that pass the million mark are the indispensable ones of firewood (over 3 million piculs), rice (over 2 million piculs), and bamboos (over 1 million piculs).

C. THORNE,
Commissioner of Customs,
Wuchow, 28th February 1921.

SWATOW.
MANY DIFFICULTIES ENCOUNTERED.

The year 1920 was fraught with many insuperable difficulties of merchants. It opened full of promise, and, with the maintenance of harmony in domestic politics, a general revival in trade was confidently anticipated. But in the struggle which ensued every interest was subordinated to military aims, and the trader and the tiller of the soil alike suffered. Drawn into the vortex of inter provincial strife and exposed to the petty feuds and antagonisms of military commanders, the inhabitants of this region have been once more the helpless prey of contending forces and the victims of ruling officials. Before the end of March affairs began to assume a critical aspect, resulting in a conflict at Chauchow between the Kwangsi forces of Defence Commissioner Liu Chih-lu and the Yunnanese auxiliaries quartered there. After some hours' fighting the Yunnanese troops were dispersed and disbanded. The Cantonese contingent at Swatow, apprehensive lest it should share a like fate, prepared to resist. Happily, further trouble was averted by official action. Then followed a period of suspense and alarm arising from disconcerting rumours of civil strife impending. Eventually the tension culminated in August in the uprising, which terminated in the throwing off of the Kwangsi yoke. Relations between Mo Jung-hsin and Chen Ch'ung-ming becoming strained, military measures against the ex-Tupan of Chaomei were decided on. But he was not to be taken unawares, and at once assumed the offensive. After a short struggle Chauchow was captured, and a precipitate flight of the Kwangsi civil and military officials ensued. The port was occupied on the 19th August without resistance, and the contents moved farther west to Walchow and Canton. During this period of protracted turmoil a great depression in trade set in. Business came to a standstill, and stocks of imported goods remained in godown and did not go into consumption. Land and water routes became unsafe, and acts of rapine and pillage were not infrequent. Launches and boats were impressed into military service for the conveyance of troops and stores, disorganising inland traffic. Much damage was done to standing crops by ruthless soldiery, sugar cane especially suffering. Heavy contributions, too, were laid on merchants through the Chamber of Commerce, and additional taxation was imposed on land. Nor did strife cease with the overthrow of the Kwangsi rule. A petty feud having arisen between the local military commander and the officer commanding the Chekiang contingent on the Fukien border, the latter routed the troops sent to oppose his advance

and entered Chauchow early in November. On the approach of the victors, much excitement prevailed at Swatow, where fighting occurred on the 10th November and the two following days, resulting in the repulse of the invaders, who submitted eventually and were dispersed. Throughout the year the boycott of Japanese goods was rigorously enforced by the Students' Association. In spite, however, of the strict measures taken to prevent it, small quantities have been imported. Only by observing the greatest secrecy and substituting other foreign packing material for Japanese, thus rendering detection difficult, have such articles succeeded in obtaining admission. Offenders against the injunction when detected were punished by having their goods publicly destroyed and by the infliction of a fine. The boycott would appear to be directed rather against imports from than exports to Japan. Japan coal for the exclusive use of the Chao-Shan Railway Company has been permitted entry, a privilege which is denied the Swatow Electric Light Company. Owing to unfavourable weather, the earlier rice harvest was below the average, but, fortunately, the autumn crop was an abundant one, and importations of rice from Wuhu and Hongkong were in consequence on a somewhat diminished scale and the market price remained moderate. Induced by the unprecedentedly high exchange, importers of foreign goods, especially cottons, bought freely during the earlier half of the year; but, later, the drop in silver and continued high freights compelled purchasers to resort to home-made textiles, and Shanghai-milled cotton fabrics and yarn were purchased extensively. While the foreign import trade was thus adversely affected, native produce, both import and export, continued to expand. Despite the disturbing effect of the events mentioned, unmistakable signs of a recovery in trade were visible. If statistical values be accepted as an index of commercial expansion, 1920, notwithstanding its frequent set-

backs, stands pre-eminent, the net value of trade, which is estimated at 60,876 million Haikwan taels, being 2,346 million taels in excess of the previous highest record of 1916. Compared with 1919, net foreign imports fell over 2,874 million taels, a decrease which is more than counterbalanced by the rise in native imports of, approximately, 3 million taels, leaving exports with an increase of 5,288 million taels to account almost entirely for the surplus. In drawing any inference, however, with regard to these figures a fact that should not be lost sight of is that commodities generally have risen in value.

BANDMAN OPERA CO.
OPENING MONDAY NIGHT.
NO PERFORMANCE TO-MORROW.

Theatre-goers will be disappointed to learn that a telegram was received yesterday afternoon by Mr. Frear, advance manager of the popular Bandman Opera Company cancelling the opening performance at the Theatre Royal to-morrow night, a delay in the sailing of the steamer from Manila making it impossible for the Company to arrive here before Sunday. The Company will therefore open on Monday night with "Brave Pic" as originally intended.

OUR CHILDREN'S CORNER.
FIRST ANNIVERSARY.

To-morrow our Children's Corner celebrates its first birthday, and "Peter Pan" makes a special announcement, not unconnected with prizes. A little more space than usual is devoted to our juvenile readers. Parents please note.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE 25 cts. PER COPY.

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TO-NIGHT, at 9.15 p.m.

OPENING PERFORMANCE OF

CHEFALO & PALERMO

at

- WO PING THEATRE -

THE COOLEST HALL IN THE COLONY.

TO-DAY'S ADVERTISEMENTS.

REPULSE BAY HOTEL.

CABARET DINNER DANCE.
SATURDAY, 16th July, 1921.

England's Representative Dancers
Miss MARJORIE RUSSELL

AND
Mr. W. E. FROST,
will present
The latest Ball Room and Specialty Dances.

MARINE ENGINEERS' GUILD OF CHINA.
Hongkong Branch.

AN ADJOURNED MEETING
will be held on MONDAY, July 18, at 6.45 p.m. At the GUILD OFFICES, Sailors' Home.
SPECIAL URGENT BUSINESS.
W. J. STOKES,
Branch Secretary.
Hongkong, July 15, 1921.

NOTICE.

NOTICE IS HEREBY GIVEN that the Officers 2nd Bx. WILSON'S REGIMENT, are not responsible for the debts incurred by or on behalf of AH PING, The Officers' Mess Campfire, Hongkong, July 15, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

on
SATURDAY, July 16, 1921.
commencing at 11 a.m.
at their Sales Rooms, Duddell Street,
30 cases Duc de Montebello Champagne, (qts.).
Terms:—Cash on delivery.
LAMBERT BROS.,
Auctioneers.

on
MONDAY, July 18, 1921,
commencing at 11 a.m.

at their Sales Rooms, Duddell Street,
12 cases Wollen Blankets,
1 case Mohair,
1 case Wollen Tweeds,
1 bale Khaki Proofed Canvas,
2 cases Disinfecting Balls,
9 bales Cow Hides,
2 cases Fire Pumps,
12 dozen Scythe Blades,
1 reel Steel Hoisting Rope, 3/8" diameter,
2 2' Cast Iron Foot Valves with strainers,
3 lengths 2" Suction Hose,
3 pairs 2" Couplings,
10 cases Rubber boots,
813 cases Doublets Soap.
Terms:—Cash on delivery.
LAMBERT BROS.,
Auctioneers.
Hongkong, July 15, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES

LANE, CRAWFORD & CO.

WE HAVE A LARGE SELECTION OF
PYJAMA SUITS
SUITABLE FOR PRESENT WEAR.



AERTEX \$14.00
COTELLA \$ 8.50
FLANNEL \$ 8.00
SILK \$25.00

AND

A VERY SMART SELF
COLOURED COTTON
PYJAMA, WITH A
DIFFERENT COLOURED
COLLAR AND CUFF
10.50 IN ALL SIZES.




COLUMBIA
GRAFONOLA

THE SUPREME
INSTRUMENT
OF MUSIC.

ANDERSON'S
(THE COLUMBIA SHOP).

HORLICK'S MALTED MILK



Drink HORLICK'S MALTED MILK. Whether a baby or "grown-up" the health giving properties of HORLICK'S MALTED MILK FOOD-DRINK are just as operative right away. The food is cooked, purified, and the milk and body are evaporated and "condensed" as nature intended it to be. Made in an instant by the addition of a little water, hot or cold. Of all Chemists and Grocers.

HORLICK'S MALTED MILK CO. SLOUGH, BUCKS., ENG.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 30 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard: Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 8.
Machinery furnished on application.

Hongkong, April 1, 1918.

BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

Export by the

WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE & CO., LTD.

1, QUEEN'S ROAD, CENTRAL, HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. from Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only). From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

For further information may be obtained at the Company's Office, Hotel Manama, or from Messrs. Thea, Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK VIA SUEZ

S.S. "BOLTON CASTLE".....Sailing on or about 2nd August.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUMES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE. Via SINGAPORE, PENANG and COLOMBO.

S.S. "CINCIA".....Sailing on or about 10th August. Cargo only.

FOR SHANGHAI.

S.S. "CINCIA".....Sailing end of July.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM COLOMBO

S.S. "UNKUZI".....Sailing about July 30th.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SUNOSAIRES—Bordeaux, London, Hamburg & Cape Town via Singapore.

PANAMA MARU—Regular monthly service via SINGAPORE.

SINGAPORE & COLOMBO—Regular monthly service via SINGAPORE.

MALAY MARU—Regular monthly service via SINGAPORE.

DELI & BANGKOK VIA SAIGON & SINGAPORE—Regular Monthly service.

KISU MARU—Monday, 1st August.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

ARIZONA MARU—Thursday, 21st July.

*MANILA MARU—Tuesday, 2nd August.

NEW YORK Via PANAMA.

NEW ORLEANS Via SUEZ.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

SEIKU MARU—Saturday, 3rd July.

KELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.R.E. wharf near the Harbour Office.

AMARUSA MARU—Sunday, 17th July.

KAIYO MARU—Sunday, 24th July.

TAKAO VIA SWATOW AND AMOY.

SOSHI MARU—Thursday, 28th July.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

No. 1, Queen's Road Central.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "HELENUS".....Via Suez Canal.....6th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE & THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. BEISS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....20th August.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Telephone No. 2207.

112, Collyer Quay Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	NO. DATE
SHANGHAI AND TSINGTAO	SUIYANG	July 18, at 4 p.m.
SHANGHAI	PAOTING	July 17, at 4 p.m.
HOHANG PAOTING & HAIPHONG	KAYONG	July 19, at 8 a.m.
SWATOW AND BANGKOK	KALANG	July 19, at Noon
SHANGHAI AND PU-KOW	SHANGHAI	July 19, at Noon
SWATOW AND SINGAPORE	LUCHOW	July 19, at Noon
SHANGHAI	BOCHOW	July 21, at Noon
WEIHAIWEI, CHEFOO & TIENTSIN	CHUAN	July 21, at 4 p.m.
SHANGHAI AND TSINGTAO	CHUAN	July 23, at 4 p.m.
SHANGHAI & PU-KOW	SINGAPORE	July 23, at Noon

SALON accommodation complete. Electric Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Peking (twice weekly) taking cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 33.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE. For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai—Kobe—Yokohama.

Leave Hongkong. Arrive Seattle.

S.S. "WHEATLAND MONTANA".....July 20th.

S.S. "SILVER STATE".....FOR MANILA.....Aug. 2nd.

S.S. "SILVER STATE".....Aug. 19th.

S.S. "KEYSTONE".....Sept. 2nd.

S.S. "KEYSTONE".....Sept. 2nd.

S.S. "WENATCHIE".....Oct. 2nd.

S.S. "WENATCHIE".....Oct. 2nd.

FOR PORTLAND DIRECT.

Calling Shanghai—Kobe—Yokohama.

S.S. "COAXET".....July 23rd.

S.S. "MONTAGUE".....August 7th.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478.

5th Floor, Hotel Manama.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

"BELLFLOWER".....August 15th.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478.

5th Floor, Hotel Manama.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

LAKE ONAWA.....Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, HOTEL MANAMA.

PASSENGER OFFICE

QUEEN'S BUILDING, 2nd Floor, 5th St.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU".....Sailing on 28th July.

FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama.

S.S. "SAMABANG MARU".....Sailing on 25th July.

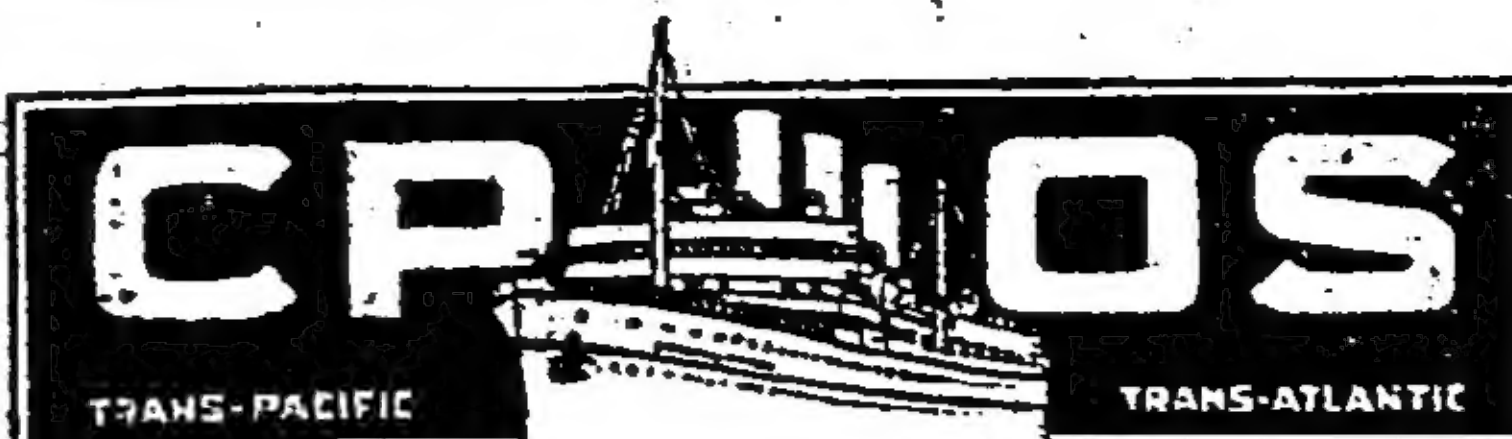
All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further information please apply to—

K. SUZUKI,

No. 5, Queen's Road Central.

SHIPPING



HOME VIA CANADA.

Via SHANGHAI, NAGASAKI, (Mori) KO, YOKOHAMA, VANCOUVER & MONTREAL.

HONGKONG to England.

From Hongkong to Vancouver & Montreal.

From Vancouver & Montreal to England.

From England to Hongkong.

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From England to Hongkong.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI

Aug. 8—R. F. Helaus.

27—R. F. Agamemnon.

28—R. F. Knight Templar.

30—R. F. Nicholas.

Sept. 6—R. F. Acropolis.

7—R. F. City of Canton.

17—R. F. Eurypylus.

19—R. F. Ningchow.

FROM JAPAN

July 17—R. F. Yaguchi.

18—R. F. Yaguchi.

19—R. F. Yaguchi.

20—R. F. Yaguchi.

21—R. F. Yaguchi.

22—R. F. Yaguchi.

23—R. F. Yaguchi.

24—R. F. Yaguchi.

25—R. F. Yaguchi.

26—R. F. Yaguchi.

27—R. F. Yaguchi.

28—R. F. Yaguchi.

29—R. F. Yaguchi.

30—R. F. Yaguchi.

31—R. F. Yaguchi.

FROM MANILA

July 28—R. F. Proteus.

Aug. 19—R. F. Proteus.

Sept. 2—R. F. Proteus.

Oct. 2—R. F. Proteus.

Nov. 2—R. F. Proteus.

Dec. 2—R. F. Proteus.

FROM JAVA

July 18—J.C.L. Tjileboet.

23—J.C.L. Tjileboet.

28—J.C.L. Tjileboet.

FROM CALCUTTA

July 16—N. Y. E. Yabuchi Maru.

26—N. Y. E. Yabuchi Maru.

FROM BOMBAY

July 23—N. Y. E. Tajima Maru.

FROM SYDNEY AND MELBOURNE

Aug. 1—E. & A. St. Albans.

FROM VANCOUVER

July 16—R. F. Proteus.

Aug. 6—R. F. Proteus.

Sept. 16—R. F. Proteus.

Oct. 16—R. F. Proteus.

Nov. 16—R. F. Proteus.

Dec. 16—R. F. Proteus.

FROM SEATTLE

July 31—A. L. Silver State.

FROM NEW YORK

July 30—D. L. Bolton Castle.

FROM LONDON

July 20—P. & O. Manila.

21—N. Y. E. Sada Maru.

22—O. L. Glasgow.

23—O. L. Glasgow.

Aug. 1—P. & O. Kashmir.

2—N. Y. E. Kitano Maru.

15—P. & O. Khyber.

20—O. L. Khyber.

21—P. & O. Khyber.

Sept. 16—P. & O. Khyber.

27—P. & O. Khyber.

Oct. 10—P. & O. Khyber.

FROM LIVERPOOL

July 21—R. F. Pyrrhus.

22—R. F. Pyrrhus.

23—R. F. Pyrrhus.

24—R. F. Pyrrhus.

25—R. F. Pyrrhus.

26—R. F. Pyrrhus.

27—R. F. Pyrrhus.

28—R. F. Pyrrhus.

29—R. F. Pyrrhus.

30—R. F. Pyrrhus.

31—R. F. Pyrrhus.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in Saloons and Staterooms. Excellent Cuisine.

SWATOW, AMOY & FOOCOW

AND RETURN.

(Occupying 9 to 10 Days)

LEAVING.

HONGKONG—Capt. W. Cooper—FRIDAY, 18th July, at 2 p.m.

HONGKONG—Capt. W. C. Pascoe—TUESDAY, 19th July, at 1 p.m.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND
S.A., EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"STYRIA"	7,000	22nd July	MARSHALLS, LONDON & A'warp.
"KALYAN"	6,900	29th July	MARSHALLS, LONDON & A'warp.
"MARILA"	6,900	5th Aug.	MARSHALLS, LONDON & A'warp.
"DUNERA"	6,900	12th Aug.	MARSHALLS, LONDON & A'warp.
"KARHMER"	6,900	19th Aug.	Singapore, Colombo & Bombay.
"KRYBER"	6,900	26th Aug.	MARSHALLS, LONDON & A'warp.
"SOMALI"	6,900	3rd Sept.	MARSHALLS, LONDON & A'warp.
"SUDAN"	6,700	10th Sept.	MARSHALLS, LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TORILLA"	5,300	15th July at 1 p.m.	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	25th July	Manila, Thosway Island, Toway, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,900	22nd Aug.	
"EASTERN"	4,000	19th Sept.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"EUBALUS"	3,575	18th July	Swatow and Amoy.
"MANEIA"	7,000	25th July	Shanghai, Moji and Kobe.
"JAPAN"	6,000	29th July	Shanghai, Moji and Kobe.
"KARHMER"	6,900	5th Aug.	Shanghai, Moji, Kobe & Yama.
"DUNERA"	5,400	12th Aug.	Shanghai only.
"ST. ALBANS"	5,000	19th Aug.	Japan only.

All dates are approximate and subject to alteration without notice.
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Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
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Pacific, and Chicago, Milwaukee & St. Paul Railways.
SUWA MARU... ..Friday, 26th July, at 11 a.m.
YAMAGUCHI MARU (out, Manila)... ..Tuesday, 23rd Aug. at 11 a.m.
KATORI MARU... ..Friday, 26th Sept. at 11 a.m.
LONDON & ANTWERP via Singapore, Malacca, Penang
Colombo, Suez, Port Said & Marseilles.
YOKOHAMA MARU... ..Wednesday, 2nd August.
HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
TOTTORI MARU... ..Later half of August.
LIVERPOOL & MARSEILLES via Suez.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
NIKKO MARU... ..Tuesday, 19th July, at 11 a.m.
AKI MARU... ..Tuesday, 16th Aug. at 11 a.m.
NEW YORK & HAVANA via PANAMA.
LYONS MARU... ..Sunday, 14th August.
SOUTH AMERICAN PORTS via Cape.
KANAGAWA MARU... ..Friday, 16th September.
BOMBAY & COLOMBO via Singapore.
WAKASA MARU... ..Monday, 20th July.
CALCUTTA & RANGOON via Singapore & Penang.
RANGON MARU... ..Monday, 26th July.
HAKODATE MARU... ..Thursday, 4th August.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU... ..Sunday, 17th July, at 9 p.m.
SHANGHAI, KOBE & YOKOHAMA.
SADO MARU... ..Friday, 23rd July, at 11 a.m.
TAMURA MARU... ..Sunday, 24th July.
NAGATO MARU... ..Wednesday, 27th July.
For further information apply to—
NIPPON YUSEN KAISHA
K. KAMEI, Manager.

Telephone No. 222.

MISSIONS TO SEAMEN.

HONGKONG BRANCH.

REPORT ON WORK DURING 1920.

The report of the Missions to Seamen in Hongkong for the year 1920 has just been issued, its late appearance being due to the recent severe illness of the Chaplain. In the course of the report it is stated that with the greater number of ships, both naval and mercantile, using the port, attendance at the Institute correspondingly increased. The average number of men per night sleeping in the building was approximately 40, the total number of beds engaged during the year being 14,496, as compared with 29 and 10,750 respectively in 1919. During the cooler months several entertainments were held in the Concert Hall, and there were at least two dances weekly, mostly organised by Naval Defence Clubs.

The improvements in the equipment of the Institute, foreshadowed in the 1919 Report, have been realised, with the exception of overhead fans. The little private Chapel has now been fitted with proper furniture. The Officers' Room has at last got a billiard table, piano, and, through the generosity of Mr. and Mrs. J. W. Taylor, a fine gramophone with records and cabinet.

The motor-launch "Dayspring" has proved herself to be in many ways the most central of the work in general.

By the kindness of His Excellency and Lady Stubbs, there is tennis fortnightly at Government House for Merchant Service officers. There is also tennis weekly at the homes of various ladies, and there are monthly At Homes in the Helena May Institute. A Committee of ladies for the entertainment of members of the Mercantile Marine, in connection with the Victoria Diocesan Association, with Mrs. Wakeman as Secretary, is for the most part responsible for the arrangement. In addition, certain ladies have most kindly undertaken to visit Merchant Service men in hospital, and also there have been several private invitations given, to avail themselves of which the men have not been slow.

The importance of these touches of home life in the existence of a seafarer, thousands of miles away from the influence of home which counts for so much, is absolutely incalculable, and the deepest gratitude of all, both seamen and Mission Staff, is due to those who have so readily answered the call for help.

The balances at the end of 1919 were—General fund, £2,165.77; Institute fund, \$159.36. At the end of 1920 they were—General fund, \$6,107.85; Institute fund \$255.65; Endowment fund \$1,097.81. Previously the endowment fund has been included in the general fund but is now shown as a separate account.

The subscriptions and donations are again in advance of those of the previous year, as following comparison will show: 1919 \$9,104.18; 1920, \$10,134.33. This increase is due to the special subscriptions towards the launch fund.

The need of an assistant-chaplain has long been felt, in order that the opportunities offered by the shipping of this great port may be seized to the full. At present only a fringe of the work is touched, as the following statistics show:—Visits to the port of 330 British ocean-going and river ships, 9,311; visits paid by the Mission to all ships, not British only, approximately, 1,800; number of individual British seamen passing through the port, 25,284; attendances of seamen at services, 1,023; and at picnics, concerts, etc., 3,556. It is thus painfully clear that the opportunities lying before the Mission are very great, but to seize them more men are needed. It is, therefore, proposed to make an appeal yearly not only to firms but also to individuals so that from local funds

It may be possible to pay the stipend of another chaplain. At least an additional \$4,000 per annum is required for this.

The following is a summary of work done at the Seamen's Institute and in the Harbour during 1920:—1,800 (approx.) visits to ships; 40 visits to hospitals; 44 services and meetings in the Institute; 78 concerts, picnics, and entertainments (excluding dances); 1,023 seamen present at services and meetings at the Institute; 3,556 seamen present at entertainments, picnics, etc. (excluding dances).

Finally it may be mentioned that the work is warmly appreciated by those on whose behalf it is undertaken.

LOCAL WEDDING.

BATES-FOSTER.

PRETTY CEREMONY THIS MORNING.

A pretty wedding was solemnised at the Union Church this morning when the Rev. D. K. Macdonald married Mr. L. S. Bates, of Messrs. Mackinnon & Co., Ltd., Hongkong, to Miss Gladys Foster, of Auckland, New Zealand.

The bride who, was attended by her sister, Mrs. David Mair, as matron of honour, wore a pretty charming frock of cream silk with folds and beaded trimmings and a becoming hat of cream georgette trimmed with grapes and streamers. She carried a beautiful sheaf of flowers.

The bride was given away by Mr. F. W. McKenna, of Messrs. Mackinnon & Co., Ltd. Mr. H. Chaney, of Messrs. Palmer & Turner, another local firm, acted as best man.

After the ceremony at the church, a reception was held at the Hongkong Hotel at which the bride and bridegroom received the congratulations of numerous friends.

The happy couple, who received many beautiful presents, are spending the honeymoon at Macao.

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Captain WALKER, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, 20th August, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer, proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
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Hongkong, July 14, 1921.

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AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers	Loading	For	Sailing
BRISLAW	August	Rotterdam & Hamburg	21st August
SAAR	September	Amsterdam & Hamburg	4th Sept.
STAMBOUL	October	Rotterdam & Hamburg	2nd Oct.

For full particulars please apply to—

JAVA CHINA JAPAN LYN

Telephone No. 1074.

General Agents,

York Building.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship
"YOKOHAMA M. RU."
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Home and Lowdown Wharves and Godowns of Godowns at Kowloon, where each consignee will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 10th July, 1921, will be subject to risk.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at 10 a.m. on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

N.B.—A portion of the cargo per this steamer for Hongkong was transhipped at Singapore into "YABOSHI MARU," which is due here on or about the 16th inst.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, July 13, 1921.

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STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	23,000	July 16th.
HYPERIA MARU	24,000	July 23rd.
TAIYO MARU	22,000	Aug. 13th.
ETERNAL MARU	20,000	Aug. 27th.
GENYO MARU	22,000	Sept. 10th.
KOREA MARU	22,000	Sept. 24th.

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Through at TRANS-ANDALAN ROUTE TO BUENOS AIRES & ROSARIO.

STEAMERS	TONS	LEAVE HONGKONG
CHOYI MARU	16,500	July 20th.
GINYO MARU	16,500	August 16th.

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For full information regarding passengers, freight and sailing, apply to—
K. TSUTSUMI, Manager: King's Building, Tel. No. 2374 & 2375
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TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

WAR CRIMINAL TRIALS.

ALLEGED MISUSE OF BRITISH HOSPITAL SHIPS.

COURT REJECTS EVIDENCE.

LEIPZIG, July 14.

On the resumption of the trial of Dittmar and Voldt, the submarine lieutenant charged in connection with the sinking of the hospital ship "Llandovery Castle," the prosecutor objected to the defence calling witnesses to prove the alleged British misuse of hospital ships. The president of the court ruled that such evidence was irrelevant and said that if the defence persisted in calling witnesses the case must be adjourned. Counsel for the defence ultimately agreed not to submit such evidence.

HOME CRICKET.

AUSTRALIANS' BIG SCORE AGAINST SCOTLAND.

LONDON, July 14.

At Edinburgh the Australians played Scotland in a two-days' match. The weather was bright. The wicket was hard and fast. There were 7,000 spectators. The Australians made 514 runs. Mayne and Armstrong made 80 and 61 respectively. Collins made 113 and Andrews 125. Yorkshire won by an innings and 237 runs; Gloucester by four wickets.

HOME DROUGHT BREAKS.

T. UNDERSTORMS AND HEAVY RAINS.

LONDON, July 15.

The prolonged drought in the United Kingdom was broken to-day by understorms and heavy rains in the west and south of England. Slight fall in London.

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"IXION" 24th Aug. Vancouver
"TALTYBIUS" 14th Sept.

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On and after July 1, 1921, the rates of postage payable on parcels for the United Kingdom will be as follows:—
For a parcel not exceeding—
3 lbs. 1/6
5 lbs. 2/6
11 " 3/6

INWARD MAILS.

From To
Shanghai Saturday, July 16. Sinking
Shanghai Sunday, July 17. Sinking
EUROPE via Suez (Newspapers only London 9th June). Enryalas
MONDAY, July 18. Nikko Maru
Japan Sunday, July 18. Sinking
Shanghai Saturday, July 23. Cap Arcona

OUTWARD MAILS.

For To Times
Saturday, July 16.
Kobe, Shanghai, North China, Japan, Honolulu, Canada, United States, Central & South America & EUROPE via SAN FRANCISCO. Registration 9.45 a.m. Letters 10.30 a.m. Shingo Maru
*Correspondence bearing vessel's name only

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

HOUSING PROBLEM.

GOVERNMENT CURTAILS DR. ADDISON'S SCHEME.

MINISTER RESIGNS.

LONDON, July 14.

Dr. Addison has resigned because the Government curtailed his housing scheme.

LATER.

In the House of Commons, questioned whether the Government reverse of Dr. Addison's policy would provide 300,000 houses as a contribution to the shortage of 500,000 in 1919 and would abandon housing subsidies, Sir Alfred Mond, Minister of Health, said that 116,000 houses built and building had been approved under the scheme for local authorities and 23,000 under the scheme of subsidies for private builders costing the State annually from £10,000,000 and £5,000,000 respectively. The Government had decided owing to the financial situation to limit construction of local authorities to 176,000 houses, while private builders would be paid in full for houses completed by April 23, last and subsidised for additional houses if begun before July 1. The Government was prepared to contribute £200,000 towards the deficiency in local authorities' accounts for the improvement of slums.

After questions had been answered, Dr. Addison read his letter to the Premier tending his resignation. He said that the Government's curtailment of the housing scheme was a breach of faith and precipitate abandonment of an effort which was essential to national restoration. It was not true economy. The Government and the country could not safely rest on shifting opportunism. (Opposition cheers).

AN IMPERIAL CURRENCY.

IMPORTANCE OF RESTORING CONFIDENCE IN THE RUPEE.

LONDON, July 14.

At the Empire Agricultural Conference in London, Mr. John Darling, of the London City and Midland Bank explained his scheme of imperial currency based on commodity bills of exchange and the establishment of an empire bank. He said that treasury bills which became the real basis of our currency credit system should be used as a balance factor in exchanges within Britain and the Dominions. Restoration of confidence in the rupee might be an important step towards trade revival. It would pay Britain as a business step to co-operate with India in restoring confidence.

CORRESPONDENCE.

Carpenter called this morning for 2000.

New York, July 14.

MOTOR CARS COLLIDED.

CASTLE PEAK ROAD ACCIDENT.

EUROPEANS' NARROW ESCAPE.

Several Europeans, including Captain Robert Dollar, the well-known shipping personality, had a disconcerting experience on the Castle Peak Road, about two miles from Castle Peak, yesterday afternoon, when two motor cars collided, fortunately without the more serious consequences that might easily have followed. From the most conflicting statements that have been made, it appears that car No. 255, driven by Stephen Keng, a licensed driver employed by the Dragon Motor Garage, with Mrs. Ensign, Mrs. Boardman, Miss Field, and a child as passengers, was entering the straight after taking a curve on the homeward journey, when it collided with private car No. 495, the property of Mr. E. E. Gunn, of the Robert Dollar Co., with several European passengers, including Captain and Mrs. Dollar, Mr. and Mrs. Gunn and Mrs. Peter Cooke. According to the police report, "both cars were more or less wrecked, and several of the passengers in car No. 495 sustained slight injuries." One passenger was thrown out of each car, fortunately without receiving serious injury. An element of greater danger was added to the accident by the sheer drop on the seaward side of the road. It is alleged that Mr. Gunn's car proceeding up the incline drew towards the wrong side of the road and that in avoiding the risk of approaching too closely to this drop the Dragon car turned in towards the other side of the road and so collided broadside with the other car which had attempted to get back on to its right side. This morning a party visited the scene of the accident and took a number of photographs.

SEQUEL TO PIRACY.

SEVENTY LIVES LOST.

It is later reported regarding the attack by pirates on the large motor boat "Tai Sui-kai" which used to ply between Sze Wai and Canton and captured some time ago with a loss of many lives, that about 70 persons were either drowned or killed by the pirates during the attack. The survivors were captured by the pirates who are now demanding a ransom for the release of the prisoners. Nearly 40 persons, including several girls, are among the prisoners. Seven out of the eight armed guards on board the boat were either killed by the pirates or drowned, while the remaining one is now in the hands of the pirates.

LOCAL AND GENERAL.

Mr. Archibald Cook has passed his examination as first mate (steamships).

The Hon. M. L. Quezon, President of the Philippine Islands Senate, was among the passengers who arrived yesterday by the S.S. "Empress of Asia." He is on his way to Washington D.C. in connection with the petition for independence.

Specially urgent business will be dealt with by the adjourned meeting of the Hongkong branch of the Marine Engineers' Guild of China to be held on Monday, July 18 at 6.45 p.m. at the Guild Offices, Sailors' Home, states an advertisement in this issue.

The proposed Citizens University of Canton will soon be opened and 300 students will be admitted. Philosophy, education, natural science, literature, political science, economy, agriculture, and medicine will be taught at the different colleges of the University. The temporary location of the University will be at the Educational Association. No tuition fees will be charged to the students.

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ENTERTAINMENTS.



WO - - - At 2.30, 5.15 & 7.15
PING - - - "THE SON OF TABZAN"
Episode 5.

THEATRE "DAREDEVIL JACK"
Episodes 3 & 4.

at 2.30, 5.15, 7.15 and 9.15

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MONDAY, July 18th	BEAN PIE
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FRIDAY, July 22nd	WHO'S ROOPER

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RESTAURANT KEEPER'S OFFENCE.

PREMISES OPEN LATE.

Following the murder of a gambler said to have been a notorious gambler who had won \$4,000 just before his death by playing into the early hours of the morning, the keeper of the Sik Sik restaurant at Yau-mat where the murder was committed, was charged before Magistrate Oyne this morning with having allowed his premises to remain open to an hour

later than that permitted by the provisions of his licence. Inspector Brown stated that while the law only allowed the defendant to keep his shop open until 2 a.m. it was sometimes still open at 3 a.m. or 4 a.m. The only objection the police had was that the premises were used for gambling. On the morning in question the sequel to late gambling was the shooting in the street of a man reported to have won \$4,000. The Magistrate imposed a fine of \$100.

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